

## REQUEST FOR COMMISSION ACTION

OG-08-08-695

Meeting: September 5, 2008 @ 9:00 a.m.  
Request: To approve the **Lone Pine Estates Major Subdivision**

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### I. Action Requested

This is a request from Kraig Michels, represented by Kammerer Environmental Consulting, to approve the Lone Pine Estates Major Subdivision.

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### II. Background

The Board of County Commissioners continued the public hearing on the Lone Pine Estates Major subdivision to July 17, 2008 from an initial public hearing on July 1, 2008. At the July 17 public hearing, the Commissioners determined that comments regarding the Montana Department of Transportation (MDT) traffic study for Eastside Highway constituted "new information or an analysis of information regarding the subdivision application that has never been submitted as evidence...." RCSR Section 3-2-6(c). As a result of the analysis of new information, a subsequent public hearing was scheduled.

Section 3-2-7 of the RCSR provides guidance when the BCC holds a subsequent public hearing pursuant to Section 3-2-6(c)(ii). Only the new information or analysis of information shall be considered at the subsequent public hearing. After the close of the public hearing on the new information, the BCC should continue in their review of the subdivision and make a final decision to approve, approve with conditions, or deny the proposal.

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### III. Analysis

Staff has reviewed the additional information submitted since the July 17, 2008 public hearing for Lone Pine Estates.

Following is a brief description and analysis of all correspondence received since the July 17, 2008 public hearing continuation. Information was received from members of the Commission, the County Attorney's Office, the applicant's attorney, the project consultant, and members of the public.

1. Letter from Ravalli County Attorney's Office to William K. VanCanagan. Written August 19, 2008 (Attachment A)

2. MDT US 93 Corridor Study addressing previous concerns about the intersection of Eastside Highway and US Highway 93. Written August 1, 2008 (Attachment B)
3. Letter from MDT regarding "Morado Mountain Estates". Written May 3, 2007 (Attachment C)
4. Press release from MDT seeking comments on a proposal to add flashers to curve signs on Eastside Highway. Written September 6, 2007 (Attachment D)
5. Press release from MDT stating they plan to widen and resurface a section of Eastside Highway north of Stevensville. Written November 8, 2007 (Attachment E)
6. Press release from MDT stating they are conducting a meeting to discuss a proposal to reconstruct a portion of Eastside Highway south of Corvallis. Written February 25, 2008 (Attachment F)
7. Daily Volume Ranges for the service levels on Eastside Highway from MDT. Written April 16, 2008 (Attachment G)
8. MDT draft alignment and grade report for the Florence East project. Written May 27, 2008 (Attachment H)
9. Emails between Commissioners and Administrative Staff setting up a meeting with Shane Stack of MDT. Written June 16, 2008 (Attachment I)
10. Email discussion between Commissioners and Administrative Staff of Hamilton Heights/Eastside Highway intersection, setting an agenda for the Shane Stack meeting, and inviting Dwane Kailey to the meeting. Written June 16, 2008 (Attachment J)
11. June 25, 2008 Commissioner minutes from a meeting with Shane Stack and Glenn Cameron of MDT. Written June 25, 2008 (Attachment K)
12. Conversation between Ravalli County Road and Bridge Department (RCRBD) and MDT in regards to installing two temporary signs to warn about oversize and slow moving machinery south of Stevensville. Written July 14, 2008 (Attachment L)
13. Email from Kammerer Environmental Consulting (KEC) to the Ravalli County Planning Department (RCPD) in regards to the collection of mitigation fees on first conveyance of lots. Written August 6, 2008 (Attachment M)
14. Email discussion between RCPD and KEC in regard to the Fiscal Impact Analysis created by Dennis Stranger for Ravalli County. Written August 11, 2008 (Attachment N)
15. Email from MDT to KEC stating MDT has approved an extension for their approach onto Eastside Highway. Written August 20, 2008 (Attachment O)

16. Crash Summary Data for Eastside Highway from 2005 to 2007. Received August 26, 2008. (Attachment P)

17. Written public comment from Dianna Williams to the RCPD. Written August 20, 2008 (Attachment Q)

Staff recommends that the BCC review the attached information during the subsequent public hearing, close the subsequent public hearing, and then proceed to its decision whether to approve, conditionally approve, or deny the proposed subdivision.

In accordance with RCSR Section 3-2-7(d), the BCC may not consider any new information regarding the subdivision application that is presented after the subsequent public hearing when making its decision to approve, conditionally approve, or deny the proposed subdivision.


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#### **IV. Planning Staff Recommendation**

Based on an analysis of each item noted above, discussion at previous BCC hearings, and the final staff report, Planning Staff still recommends the BCC **conditionally approve the Lone Pine Estates Major Subdivision.**

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Attachments:	As noted
Staff:	Randy Fifrick
Date:	August 27, 2008





## RAVALLI COUNTY ATTORNEY

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*George H. Corn, County Attorney*  
*T. Geoffrey Mahar, Chief Deputy*  
*John Bell, Deputy*  
*Karen Mahar, Deputy*  
*William E. Fulbright, Deputy*

Ravalli County Courthouse  
205 Bedford Street, Suite C  
Hamilton, MT 59840  
Phone (406) 375-6750  
Fax (406) 375-6731

August 19, 2008

William K. VanCanagan  
DATSOPOULOS, MACDONALD & LIND, P.C.  
201 W. Main Street, Suite 201  
Missoula, MT 59802  
**Sent via facsimile to (406) 543-0134**

RE: Lone Pine Estates Subdivision Application  
Your File No. 20194.001

Dear Bill:

I have reviewed your letters to our office dated August 6, and August 8, 2008. I apologize for not getting back to you sooner, but because your fax correspondence was addressed to George instead of me it sat for some time in George's in-basket, as he was out of the country for two weeks. When Joslin left a message for me regarding this on August 14, 2008, I was able to locate your correspondence and review it with the Planning Department.

In response to the issues raised in both your letters, after reviewing this matter with Planning staff and considering the applicable law and regulations, it appears that proper procedure was followed. As I understand it, the BCC determined during the discussion and questions portion of their deliberations that comments at the initial hearing regarding an MDOT traffic study for Eastside Highway constituted "new information or an analysis of information regarding the subdivision application that has never been submitted as evidence...." RCSR 3-2-6(c). That information was determined by the BCC to be relevant (*i.e.* a traffic study for a highway directly impacted by the proposed development which may have an impact on the findings and conclusions the BCC would rely upon in making their decision) and credible (based on physical facts, evidence provided by professionals, or scientific data supported by documentation). The BCC accordingly determined the Planning Department should obtain the complete study and analysis and schedule a subsequent public hearing. RCSR 3-2-6(c)(ii).

Because your correspondence to our office contains comments and analysis on the new information, I have forwarded your correspondence to the Planning Department for consideration with the other information being submitted. It is my understanding the Planning Department has scheduled the subsequent hearing and will disseminate the new information to all parties so this information and analysis of information can be appropriately considered at the subsequent hearing. RCSR 3-2-7(a).

ATTACHMENT A

William K. VanCanagan  
August 19, 2008  
Page 2

With that being said, if the new information is correctly described in your August letters and that information is verified at the subsequent hearing, I agree the new information alone may not support denial of your client's application. However, this ultimate decision will be made by the BCC after considering the new information and analysis of information in the context of the entire record. As always, the BCC has to consider the information under the enumerated criteria in making their decision.

Lastly, in regard to the proposed mitigation fees for the Stevensville School District, I agree the amount proposed by the School District at your client's request should be considered by the BCC. RCSR 3-2-5 clearly requires the BCC to consult with the subdivider and "give due weight to the subdivider's expressed preference regarding mitigation" during their deliberations. However, under §76-3-609(4), MCA, "[t]he governing body may require the subdivider to design the proposed subdivision to reasonably minimize potentially significant adverse impacts identified through the review process," provided there are written findings to justify the reasonable mitigation required. I am not aware what other evidence or findings regarding reasonable mitigation were discussed at the initial public hearing, but will advise the BCC of the above standards so that they can consider and give due weight to your client's request before they make their final decision.

I believe this addresses the concerns raised in your letters. As I have expressed to you before on other subdivision matters, I am anticipating full and careful consideration by the BCC of your client's application under the law and regulations. Because we continue to receive written requests from you for legal validation of your clients' positions on projects that are still undergoing BCC review, I will again reiterate what we have discussed several times before: it is beyond the scope of the County Attorney's legal authority to make substantive recommendations for approval of fact-specific requests (such as approval of variances or subdivisions, or determination of reasonable mitigation). While we can analyze the law and regulations and advise the BCC accordingly, the county attorney "may not...in any way advocate the relief asked on the claim or demand made by another." §7-4-2704(1), MCA. While you naturally want to advocate for your client, it is important that the public process be followed and not circumvented by legal positioning.

I am forwarding a copy of this letter to the Planning Department for submission to the Commissioners.

Sincerely,

Karen S. Mahar, Deputy

KSM:hs

cc: Planning Department  
Joslin Monahan, Esq.

**Randy Fifrick**

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**From:** Jean M Kammerer [jkammerer@wildblue.net]  
**Sent:** Friday, August 01, 2008 12:33 PM  
**To:** Randy Fifrick; John Lavey  
**Cc:** Renee Lemon  
**Subject:** Fwd: Lone Pine Estates

Hi, Randy.

The link below is for the US 93 Corridor Study, Public Review Draft, July 2008. Study pages 138-141 directly address the Level of Service for the intersection of US 93 and Eastside Hwy. It clearly shows the inaccuracy of paragraph 7, page 2, of the 6/25/2008 BCC minutes.

Open chapter 6 and navigate to pages 20-24 (of 66).

<http://www.mdt.mt.gov/pubinvolve/us93corridor/documents.shtml>


If you prefer a scanned copy, just let me know.

Jean

8/21/2008

ATTACHMENT B

# US 93 Corridor Study



MISSOURIA to FLORENCE

**Table 6.5 Intersection of US 12 / US 93 (2030)**

AM Peak Hour Overall Intersection				PM Peak Hour Overall Intersection			
No-Build Conditions		Build Conditions		No-Build Conditions		Build Conditions	
Avg. Delay (Sec/Veh)	LOS	Avg. Delay (Sec/Veh)	LOS	Avg. Delay (Sec/Veh)	LOS	Avg. Delay (Sec/Veh)	LOS
>120.0	F	128.2	F	18.5	B	25.9	C

An additional eastbound left turn lane was also considered at this intersection. This option did not improve delay at this intersection due to the northbound queue spilling back from intersections to the north. This queue does not allow the eastbound left-turning vehicles to make their movement during their respective green time. Therefore, an additional eastbound left turn lane is not proposed for this intersection.

## Mormon Creek Road / US 93

Mainline volumes at the intersection of US 93 and Mormon Creek are projected to experience LOS F during the 2030 AM peak due to long vehicle queues extending from poorly-operating intersections to the north. Originally, it was hoped that mainline delay at this intersection would be reduced as a result of proposed improvements at signalized intersections in Lolo as described above. The analysis shows, however, that there would be a slight increase in mainline delay at the Mormon Creek intersection during both the AM and PM peak hours of travel, as presented in Table 6.6.

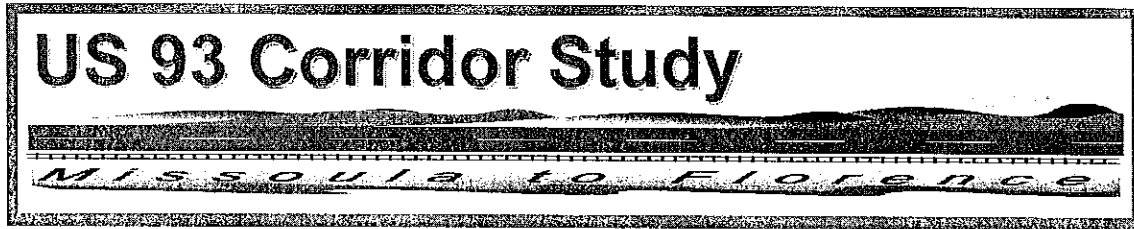
**Table 6.6 Intersection of Mormon Creek / US 93 (2030)**

AM Peak Hour Overall Intersection				PM Peak Hour Overall Intersection			
No-Build Conditions		Build Conditions		No-Build Conditions		Build Conditions	
Avg. Delay (Sec/Veh)	LOS	Avg. Delay (Sec/Veh)	LOS	Avg. Delay (Sec/Veh)	LOS	Avg. Delay (Sec/Veh)	LOS
53.7	F	63.5	F	5.7	A	6.0	A

## Highway 203/US 93

The intersection of US 93 and Highway 203 currently operates at LOS B during the AM and PM peak hours. By 2030, this intersection is projected to operate at LOS D during the PM peak hour and LOS F during the AM peak hour. By 2030, over 900 vehicles are projected to make the westbound to northbound right turn movement, which currently is accommodated by an exclusive right turn lane.

The spot improvement proposed for this intersection would include a westbound channelized free right turn lane with an acceleration lane extending onto US 93. The acceleration lane would then merge with the existing northbound through lanes to the north of the Highway 203 intersection. A channelized right turn lane would allow vehicles to complete their westbound to



northbound right-turn movement without delaying the through and left-turning movements at the westbound approach. Because traffic volumes are lower and there are greater gaps between vehicles at the southern end of the corridor as compared to the northern end of the corridor, vehicles making this turn-movement would be able to successfully merge into the northbound lanes without substantially delaying mainline traffic.

As presented in Table 6.7, delay times on US 93 could be substantially reduced during the AM peak if this spot improvement were implemented. Delay would increase slightly in the PM peak hour, but would the intersection would improve from LOS F to LOS B during the AM peak hour of travel.

**Table 6.7**      **Intersection of Highway 203 / US 93 (2030)**

AM Peak Hour Overall Intersection				PM Peak Hour Overall Intersection			
No-Build Conditions		Build Conditions		No-Build Conditions		Build Conditions	
Avg. Delay (Sec/Veh)	LOS	Avg. Delay (Sec/Veh)	LOS	Avg. Delay (Sec/Veh)	LOS	Avg. Delay (Sec/Veh)	LOS
>120.0	F	15.6	B	23.2	C	19.4	B

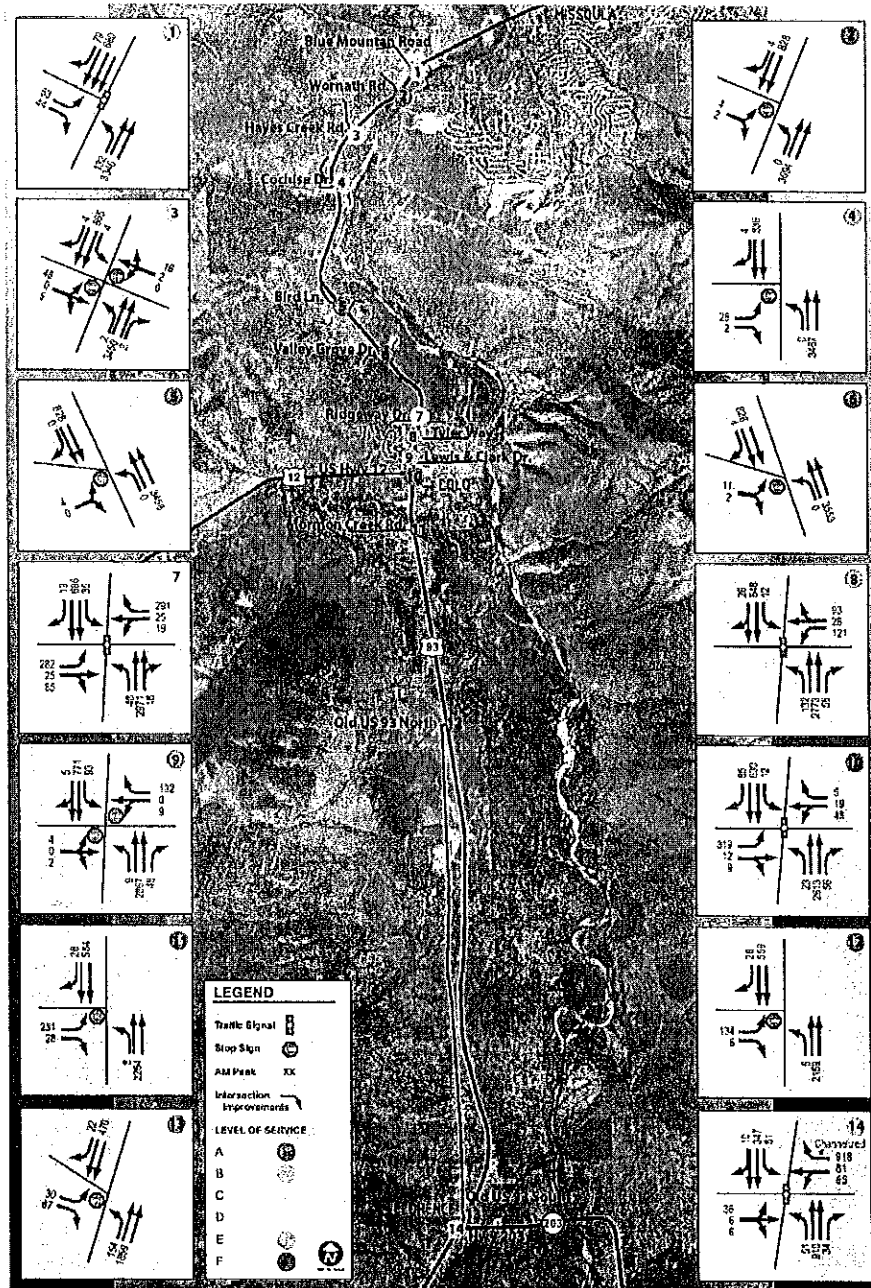
Figures 6-21 and 6-22 present the AM and PM results of the intersection spot improvement analysis. Proposed intersection improvements are noted by blue arrows in the inset intersection diagrams.



# US 93 Corridor Study

## MISSOULA TO FLORENCE

Figure 6-21 Overall Intersection LOS - 2030 AM Peak Hour (with Intersection Improvements)



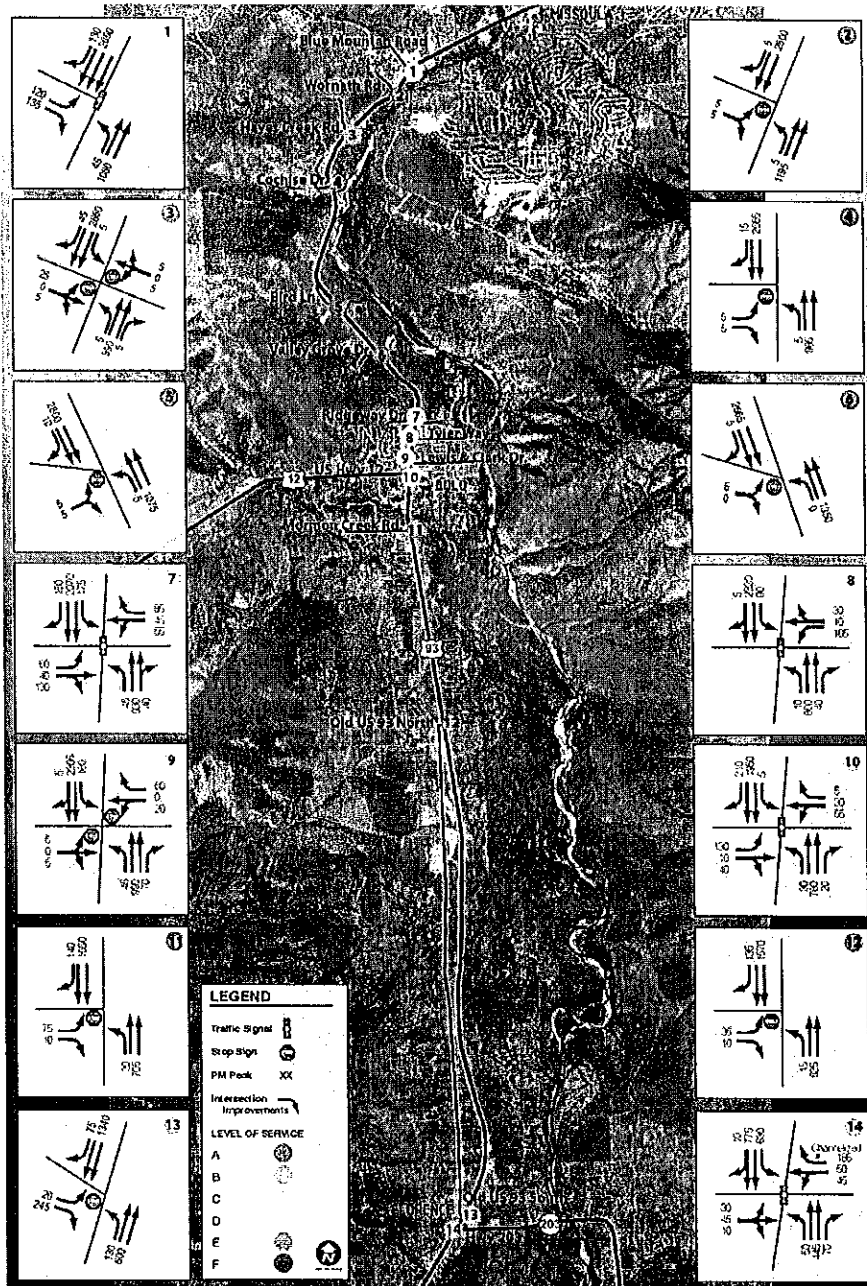
fp  
FEHR & PEERS  
TRANSPORTATION CONSULTANTS

US 93 TRAFFIC STUDY  
Future (2030) Build AM Peak Hour Level of Service - Overall Intersection LOS

# US 93 Corridor Study

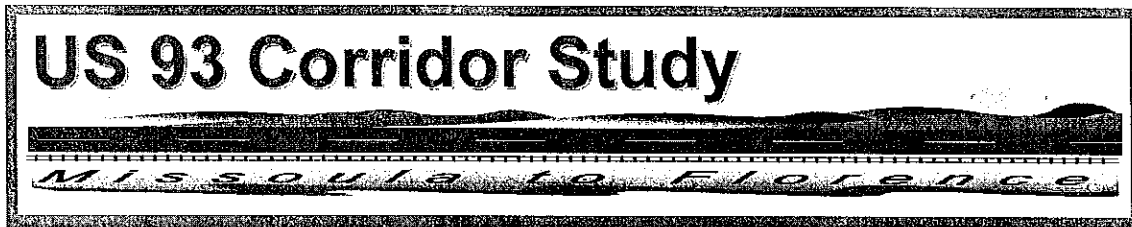
MISSOURI to FLORENCE

Figure 6-22 Overall Intersection LOS - 2030 PM Peak Hour (with Intersection Improvements)



FEHR & PEERS  
TRANSPORTATION CONSULTANTS

US 93 TRAFFIC STUDY  
Future (2030) Build PM Peak Hour Level of Service - Overall Intersection LOS



#### *Improved Pedestrian Crossings*

This option was originally proposed in order to improve pedestrian access across US 93. The option would include pedestrian actuation at existing traffic signals and grade-separated walkways providing pedestrian access to park and ride facilities throughout the corridor. The grade-separated crossings could consist of either a bridge extending over the US 93 facility or a tunnel beneath US 93, allowing pedestrian access on either side of the roadway. School crossings are also a perceived safety concern in the corridor. A grade-separated crossing would be beneficial near the Florence and Lolo schools. This option is not intended to address an existing crash concentration relating to pedestrians, but rather to improve pedestrian comfort within the corridor and encourage greater use of recreational and community facilities on both sides of US 93.

#### *Animal Crossings*

The 2004 report *An Assessment of Wildlife and Fish Habitat Linkages on Highway 93 – Western Montana* identifies three fish and wildlife linkage areas within the study area, including the areas near Lolo Creek (MP 82±), Miller Creek (MP 85±), and the Bitterroot River (MP 89±). With regard to Lolo Creek and the Bitterroot River, the report recommends modifications to the existing bridges in order to allow wildlife to cross beneath US 93. The 2004 report also recommends construction of a wildlife crossing in the Miller Creek area.

The wildlife crossing locations identified in the 2004 report generally correlate with crash data and roadkill data obtained from MDT covering the period 2002 to 2006. The one-mile stretch between MP 82± and MP 83± contained the highest number of recovered animals, while the roadway segment from MP 88± to MP 89± included the highest number of collisions with wild animals. Additionally, the wildlife crossing locations identified in the 2004 report generally correlate with some segments of US 93 having more crashes than the projected number of crashes expected to occur based on the statewide average crash rate, including the segments from 82.5± to MP 84.4±, and MP 85.6± to MP 89.3±. Wildlife crossings may improve safety performance in these locations.

Wildlife crossings can range from a simple open culvert design to more elaborate bridges and overpasses as used along US 93 from Evaro to Polson. Additional study of wildlife migration patterns may be warranted to determine the wildlife crossing structure most appropriate for use in the study area.

Wildlife habitat and linkage areas have been identified in this document based on existing wildlife travel patterns and land uses within the US 93 corridor. As development continues, the location of these wildlife habitat and linkage areas may change. For example, the construction of major residential subdivision developments within the corridor could impact the habitat and migratory routes of wildlife along US 93. Development trends and wildlife travel patterns would need to be reviewed over the planning horizon to determine if any substantive changes have occurred prior to any major construction project in this corridor.



Missoula District Office  
2100 W Broadway  
PO Box 7039  
Missoula, MT 59807-7039

**RECEIVED**  
MAY 04 2007  
IC-07-05-573  
Ravalli County Planning Dep

May 3, 2007

Shaun Morrell  
Ravalli County Planning  
215 South 4<sup>th</sup> Street, Suite F  
Hamilton, MT 59840

Subject: 59-lot major subdivision "Morado Mountain Estates"

Shaun, thanks for writing the Montana Department of Transportation (MDT) regarding the proposed 59-lot major subdivision "Morado Mountain Estates". The proposed subdivision is located off of Granite Creek Road, east of the community of Florence. Access to the proposed subdivision is via the East Side Highway (S-203), Eight Mile Creek Road to Granite Creek Road.

The proposed subdivision does not directly access the state maintained transportation system. As such, I have no specific comments or concerns regarding the traffic impacts to Granite Creek Road or Eight Mile Creek Road.

I do however continue to urge Ravalli County to consider the future operations of the highway transportation system. As development continues in Ravalli County, the highway transportation needs are going to increase. Intersection and roadway improvements will be needed in many locations. Funding for these improvements will be very hard to find, if not impossible. These are all funds that could be assessed as an impact or mitigation type fee and then reserved for use at a later date.

MDT encourages Ravalli County to work towards creating and assessing impact or mitigation type fees to address these current and future transportation needs.

Sincerely,

Glen Cameron  
Missoula District Traffic Engineer

copies: Dwane Kailey, Missoula District Administrator

## Carlotta Grandstaff

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**From:** Glenda Wiles  
**Sent:** Thursday, September 06, 2007 12:20 PM  
**To:** Alan Thompson; Greg Chilcott; James Rokosch; Kathleen Driscoll; Carlotta Grandstaff  
**Subject:** FW: Safety improvements proposed for Secondary Highway 203 - Ravalli County

-----Original Message-----

From: Grant, Paul [mailto:pgrant@mt.gov]  
Sent: Thursday, September 06, 2007 12:17 PM  
To: thestar@bitterroot.net; KBAZ; KLYQ; Ravalli Republic  
Cc: Kailey, Dwane; Stack, Shane; Ulberg, Ivan; Watt Levis, Charity; Grant, Paul; townofstevensville@hotmail.com; Glenda Wiles; Road Supervisor  
Subject: Safety improvements proposed for Secondary Highway 203 - Ravalli County

September 6, 2007

FOR IMMEDIATE RELEASE

For more information:

Shane Stack, District Engineering Services Supervisor, (406) 523-5830 Ivan Ulberg, Traffic Project Engineer, (406) 444-6217 Paul Grant, Public Involvement Coordinator, (406) 444-9415 Charity Watt Levis, Press Contact, (406) 444-7205

Safety improvements proposed for Secondary Highway 203 - Ravalli County

(Stevensville) - The Montana Department of Transportation would like to notify the public and seek comments on a proposal to add post mounted flashers to the existing curve signs at the intersection of Secondary Highway 203 with Ambrose Creek Road and Moise Lane, four miles northeast of Stevensville, MT. The project will begin at milepost 4.2 and extend north 1.1 miles to milepost 5.3.

Proposed work includes installing post-mounted flashers to the current curve warning signs, replacing the existing curve warning signs and advisory speed plates; and removing existing chevrons at the intersection. Also proposed is the installation of route marker signs in advance of the intersection that indicates Secondary Highway 203 makes a ninety-degree turn, and destination signs at the intersection indicating the need to turn for northbound vehicles to Florence or southbound vehicles to Stevensville. The purpose of the project is to address the identified accident trend involving single-vehicle off-road crashes.

A target construction date will be determined as funding becomes available.

No new right-of-way or utility relocations will be needed.

For more information, please contact Shane Stack, Engineering Services Supervisor, at (406) 523-5830 or Ivan Ulberg, Traffic Project Engineer, (406) 444-6217. For the hearing impaired, the TTY number is (406) 444-7696 or 1-800-335-7592, or call the Montana Relay at 711. People may submit written comments to the Montana Department of Transportation Missoula office at PO Box 7039, Missoula, MT 59807-7039, or online at [www.mdt.mt.gov/mdt/comment\\_form.shtml](http://www.mdt.mt.gov/mdt/comment_form.shtml), noting comments are for project UPN 6073000. Alternative accessible formats of pertinent information will be provided upon request.

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Project name: SF069-Flasher-N Stevensville Project ID: HSIP 203-1(13)4 Control Number: 6073000 Ravalli County

## Carlotta Grandstaff

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**From:** James Rokosch  
**Sent:** Thursday, November 08, 2007 3:48 PM  
**To:** Alan Thompson; David Ohnstad; Commissioners Department  
**Subject:** RE: Improvements slated for Eastside Highway north of Stevensville

I concur with Alan. I drive this section every day, and it would be a great benefit.

Jim

-----Original Message-----

**From:** Alan Thompson  
**Sent:** Wednesday, November 07, 2007 9:10 AM  
**To:** David Ohnstad; Commissioners Department  
**Subject:** RE: Improvements slated for Eastside Highway north of Stevensville

David,  
This is a very important project for the County. I would appreciate it if you would put together a letter of support for us and we will review and send. Thanks Alan

-----Original Message-----

**From:** David Ohnstad  
**Sent:** Tuesday, November 06, 2007 3:39 PM  
**To:** James Rokosch; Greg Chilcott; Alan Thompson; Carlotta Grandstaff; Kathleen Driscoll  
**Subject:** FW: Improvements slated for Eastside Highway north of Stevensville

Good Afternoon -

This is the next phase of the SR 203 improvements, to follow the Florence East improvements which will include the replacement of the bridge over the Bitter Root River and the construction of the roundabout at Eight Mile Creek Road. This project was originally scheduled to begin north of Ambrose Creek Road - we asked the MDOT to extend it south to include realignment of the ninety degree curves at Rathbun Lane and Ambrose Creek Roads. This realignment would be a significant safety and traffic flow improvement. We will prepare a letter of support for the B.O.C.C., should you desire such.

David

-----Original Message-----

**From:** Grant, Paul [mailto:pgrant@mt.gov]  
**Sent:** Friday, November 02, 2007 10:33 AM  
**To:** thestar@bitterroot.net; KBAZ-FM; KHDV-FM/KMTZ-FM; KLYQ-AM; KXDR-FM; Ravalli Republic  
**Cc:** Squires, Bill; Stack, Shane; Kailey, Dwane; Watt Levis, Charity; Grant, Paul; Nunnallee, Benjamin; Glenda Wiles; David Ohnstad  
**Subject:** Improvements slated for Eastside Highway north of Stevensville

November 2, 2007

FOR IMMEDIATE RELEASE

For more information:  
Bill Squires, Project Design Engineer, (406) 444-6228 Shane Stack, Missoula District  
Engineering Services Supervisor, (888)  
231-5819  
Paul Grant, Public Involvement Coordinator, (406) 444-9415

Improvements slated for Eastside Highway north of Stevensville

Stevensville - The Department of Transportation is planning to widen and resurface a section of Eastside Highway (Secondary 203) in Ravalli County. The project begins at milepost 3.9, about 3.7 miles north of Stevensville, and just south of the Wildfowl Lane/Moiese Lane intersection at milepost 4.1. The project extends northerly about 5.6 miles to milepost 9.9, 0.2 miles north of the intersection of Bull Run Road.

MDT proposes to widen the road along the existing alignment, although minor shifts will be considered to avoid various roadside features. A major alignment shift is being considered to flatten the two sharp curves at Rathbun Lane (milepost 4.5) and Ambrose Creek Road (milepost 5.0).

The proposed improvements are necessary to provide a smoother, wider surface to safely handle present and projected traffic volumes. The work will include grading, drainage, gravel, plant mix surfacing, signing, striping, delineation, and other miscellaneous items.

The project is tentatively scheduled for construction beyond 2012, depending on completion of all project development activities and availability of funding.

New right of way and relocation of utilities will be required

For more information, please contact Shane Stack, Engineering Services Supervisor at 1-888-231-5819, or Bill Squires, Project Design Engineer at (406) 444-6228. For the hearing impaired, the TTY number is (406) 444-7696 or 1-800-335-7592. Please submit written comments to the Montana Department of Transportation Missoula office at PO Box 7039, Missoula MT 59807-7039 or online at [www.mdt.mt.gov/mdt/comment\\_form.shtml](http://www.mdt.mt.gov/mdt/comment_form.shtml), noting comments are for project CN 6138000.  
----- end

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Project name: North of Stevensville - North Project ID: STPS 203-1(15)5 Control Number 6138000 Ravalli County

## Carlotta Grandstaff

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**From:** Glenda Wiles  
**Sent:** Monday, February 25, 2008 9:01 AM  
**To:** Commissioners Department  
**Subject:** FW: MDT plans reconstruction project for Eastside Highway - South of Corvallis

-----Original Message-----

**From:** Grant, Paul [mailto:pgrant@mt.gov]  
**Sent:** Monday, February 25, 2008 7:51 AM  
**To:** STEVENSVILLE BITTERROOT STAR (thestar@bitterroot.net); KBAZ-FM; KHDV-FM/KMTZ-FM; KXDR-FM; Ravalli County News; Ravalli Republic; KBGA-FM; KDTR-FM; KECI-TV (news@keci.com); KMSO (info@kms.com); KPAX; KPAX-TV (news@kpax.com); KTMF-TV; KUFM-TV / KUFM-FM (william.marcus@umontana.edu); Lolo Peak News; Missoula Independent (calendar@missoulanews.com); Missoula Independent (jmcquillan@missoulanews.com); Missoulain (newsdesk@missoulain.com); The Kaimin  
**Cc:** Squires, Bill; Stack, Shane; Kailey, Dwane; Nunnallee, Benjamin; Watt Levis, Charity; Grant, Paul; Glenda Wiles; David Ohnstad  
**Subject:** MDT plans reconstruction project for Eastside Highway - South of Corvallis

February 25, 2008

FOR IMMEDIATE RELEASE

For more information:

Bill Squires, Project Design Engineer, (406) 444-6228 Shane Stack, Missoula District Engineering Services Supervisor, (888) 231-5819 Paul Grant, Public Involvement Coordinator, (406) 444-9415

Reconstruction planned for Eastside Highway - South of Corvallis

Corvallis - The Montana Department of Transportation (MDT) is conducting a public meeting to discuss a proposal to reconstruct a section of Eastside Highway (Secondary 269) about two miles south of Corvallis in Ravalli County. The meeting will start at 6:30 pm on Wednesday, March 5, 2008 at the Corvallis High School, Cafeteria, 1049 Eastside Highway in Corvallis.

Community participation is a very important part of the process, and the public is encouraged to attend. Opinions, comments and concerns may be submitted in writing at the meeting, by mail to Shane Stack, MDT Missoula District Engineering Services Supervisor, PO Box 7039, Missoula MT 59807-7039, or online at [www.mdt.mt.gov/mdt/comment\\_form.shtml](http://www.mdt.mt.gov/mdt/comment_form.shtml). Please indicate comments are for project UPN 6081000 and submit comments by April 7, 2008.

Proposed work includes widening the road to provide left turn bays for Bass Lane and for Black Lane. The "crest" vertical curve just north of the intersection will also be flattened to increase sight distance. The work will include grading, drainage, new asphalt surfacing, upgraded pavement markings and delineations and updated signs. The purpose of the project is to enhance the safety of the highway.

The project is tentatively scheduled for construction in 2012, depending on completion of the design features and availability of funding. New right of way and relocation of utilities will be required. MDT staff already contacted all affected landowners prior to doing survey work on their land. Staff will again contact landowners about one year prior to construction regarding property acquisition.

MDT attempts to provide accommodations for any known disability that may interfere with a person participating in any service, program or activity of the department. Alternative accessible formats of this information will be provided upon request. For further information call Paul Grant at (406) 444-9415 or TTY (800) 335-7592, or by calling Montana Relay at 711. Accommodation requests must be made within 48 hours of meeting.

----- en'



----- Original Message -----

From: Kailey, Dwane

To: benhillicoss@huntor.myrf.net

Sent: Wednesday, April 16, 2008 12:47 PM

*Sawyer  
Major  
Collector*

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From: Cloud, Bill

Sent: Friday, April 11, 2008 9:32 AM

To: Kailey, Dwane

Cc: DeVerniero, Christopher; Dorrington, Christopher

Subject: Capacity on S-203

Dwane, here's some more information of the volume ranges for the service levels on S-203. The range on LOS E is surprising to me, but it is what it is, I guess.

Daily Volume Ranges

	Existing	New Project
LOS A	0 - 631	0 - 830
LOS B	632 - 2502	831 - 3288
LOS C	2503 - 5004	3289 - 6577
LOS D	5005 - 9100	6578 - 11,960
LOS E	9101 - 20,075	11,961 - 22,125
LOS F	20,076	22,126

If you have any questions, give me a jingle. Thanks.

*Stan's  
Flow  
L-41-  
304  
305  
303  
304  
309*

*show Stan  
said*

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From: Cloud, Bill

Sent: Thursday, April 10, 2008 8:53 AM

To: Kailey, Dwane

Cc: DeVerniero, Christopher; Cloud, Bill

Subject: Capacity on S-203

Good morning, Dwane. Sorry for being so late in getting back to you on the capacity information on S-203.

As you know, I was uncomfortable with the capacity volume we came up with, so I talked with Stan Brelin in Duane William's shop about it. He ran a calculation and came up with a number that was very close to ours. I'd have bet money the capacity ADT wasn't that high, but I guess it is!

To reach a V/C ratio of 1, the Congestion Management System came up with a daily volume of 20,075 for the existing facility and 22,125 for the planned project. Stan came up with a volume of 19,600 for the planned project. (As Stan noted, you'd be getting nasty calls LONG before it ever reached that volume).

ATTACHMENT G



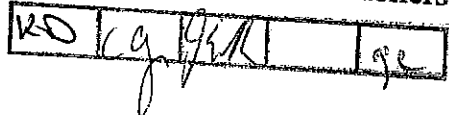
Missoula District Office  
2100 W Broadway  
PO Box 7039  
Missoula, MT 59807-7039

RECEIVED

May 27, 2008

MAY 29 2008

Ravalli County Commissioners  
215 South Fourth, Suite A  
Hamilton, 59840-2853

Ravalli County Commissioners  


Subject: MDT – Ravalli County Meeting Update

Commissioners, I am sending some information along that was requested during my last visit on Friday, May 16<sup>th</sup>. I have attached items listed below as they were requested in our meeting:

- A set of plans and a draft Alignment and Grade report for the Florence East job.
- CD with a final report for the Bitterroot River Stream Mitigation Study.

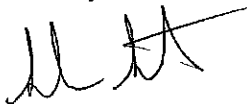
I also discussed the safety review process with Pierre Jomini, and he did say that he met with County staff recently to review potential crash clusters. I requested that he notify you of the future meeting to review the crash clusters. I would guess that will be in late fall or early winter of this year.

A copy of the corridor study between Florence and Missoula was also requested, and it is between drafts at this point, however once the next draft is out for review, you will receive a copy.

I plan to be back there to visit and review projects and other issues in the county some time in the next eight months. If you would like to meet before then, let me know and can arrange that.

If you have any questions, feel free to write, call, or email. I would be happy to answer any questions you have.

Sincerely,



Shane Stack  
Missoula District Preconstruction Engineer  
406 523-5830

attachments:

Memorandum

To: Paul Ferry, PE  
{Highways Engineer

From: Damian Krings, PE  
Road Design Engineer

Date:

Subject: BR-STPS 203-1(11)10  
Florence – East  
UPN 4854  
Project Work Type 221 - Bridge Replacement and Reconstruct Approaches

Please approve the Alignment and Grade Review Report for this project.

Approved

Date

Paul Ferry, PE  
Highways Engineer

We are requesting comments from the below distribution. If no comments are received within two weeks of the release date we will assume concurrence.

Distribution:

Dwane Kailey, District Administrator  
Kent Barnes, Bridge Engineer  
Tom Martin, Environmental Services Bureau Chief  
Duane Williams, Traffic and Safety Engineer  
John Horton, Right-of-Way Bureau Chief

Sandy Straehl, Rail, Transit, & Planning Division Administrator  
Jake Goettle, Construction Engineering Services Bureau  
Matt Strizich, Materials Engineer  
Paul Ferry, Highways Engineer  
FHWA – Operations Engineer (full oversight)

cc:

Dave Jensen, Fiscal Programming Section Supervisor  
Nigel Mends, Project Design Manager  
Damian Krings, Road Design Engineer

Local Government Officials

Master file (if different from Bureau Chief copy)

e-copies:

Jim Walther, Preconstruction Engineer  
Lesly Tribelhorn, Highways Design Engineer  
Mark Goodman, Hydraulics Engineer  
KC Yahvah, District Hydraulics Engineer  
Shane Stack, District Engineering Services Engineer  
Ben Nummallee, District Projects Engineer  
Bonnie Steg, Env. Bureau Resources Section Supervisor  
Pat Basting, District Biologist  
Susan Kilcrease, District Project Development Engineer  
Danielle Bolan, Traffic Engineer  
Glen Cameron, District Traffic Project Engineer  
Pierre Jomini, Safety Management Engineer  
Bridge Area Engineer, Missoula District  
Jon Watson, Pavement Engineer  
Brian Collins, District Geotechnical Manager  
Bryce Larsen, Supervisor, Photogrammetry & Survey

Jake Goettle, Construction Bureau – VA Engineer

Dave Childers, District Materials Lab  
Doug Moeller, District Maintenance Chief  
Walt Scott, R/W Utilities Section Supervisor  
Jim Mullins, R/W Design Manager  
Greg Pizzini, R/W Access Management Section Manager  
Marty Beatty, Engineering Information Services  
Paul Grant, Public Involvement Officer  
Gary Larson, Project Analysis Bureau Chief  
Sue Sillick, Research Section Supervisor  
Alice Flesch, ADA Coordinator  
Pamela Langve-Davis, Bicycle/Pedestrian Coordinator  
Wayne Noem, Secondary Roads Engineer

### **Introduction**

An office review and field review to evaluate the alignment & grade were held  
\_\_\_\_\_ . The following personnel attended:

### **Scope of Work**

The proposed scope of work is to completely reconstruct the existing roadway to 60 mph design standards and to replace two bridges. The road reconstruction will include a new roundabout. The work will include bridge replacements, clearing, grading, drainage, gravel, plant mix surfacing, signing, striping, fencing, and other miscellaneous items. Extensive right-of-way acquisition and utility relocation will be required.

The purpose of the project is to reconstruct the facility along the existing corridor to provide needed improvements in safety and operation for the traveling public. The river bridge will include a bike/ped lane on the south side, separated from traffic by a Jersey barrier. The east and west approaches to the bridge will include connections to the bike/ped path south side of the highway.

### **Project Location and Limits**

The project is in Ravalli County on Secondary 203 ("Eastside Highway"), functionally classified as a rural collector. The project begins at Reference Point (RP) 9.806, about two miles east of Florence, and extends north and west 2.148 miles to RP 11.954, the east curb line of Highway 93 at its intersection with S-203 in Florence. The station limits are Station 517+44.53 to Station 630+83.85. Stationing and reference posts both increase in the northerly and (predominately) westerly direction.

The two structures proposed for replacement are the Bitterroot River Bridge at RP10.64 [Structure Number S 00 203 010+06401] and the overflow structure at RP 10.94 [Structure Number S 00 203 010+09401].

There are several public road intersections within the project limits:

- MP 10.03: Apple Valley Way – (west), Happy Valley Road (east)
- MP 10.10: Eight Mile Road -north-south leg of approach (east)
- MP 10.28: Eight Mile Road –east-west leg of approach (north)
- MP 10.38: New Farm Road (south)
- MP 10.79: Florence Bridge Fishing Access Site (south)
- MP 11.07: Klements Road (north)
- MP 11.38: Ross Lane (south)
- MP 11.63 \_\_\_\_\_ (south) *commercial?*
- MP 11.71 \_\_\_\_\_ (south) *commercial?*
- MP 11.72 \_\_\_\_\_ (north) *commercial?*
- MP 11.81: Stagecoach (south)

## Alignment and Grade Report

BR-STPS 203-1(11)10

Project Manager : { Design Project Manager }

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### MP 11.93: Donnas Drive (north)

The existing road was originally built under in 1955 under S-170(1). The river bridge and the overflow structure were both built in 1956 under S 170(1) U2. Another project, STPS 203-1(22)4, North of Stevensville – North [6138000,] abuts the south end of Florence East. That overlay and widen project is in the early stages of design, with a December 2012 ready date.

Stationing on the project will increase from south to north, and then from east to west.

#### Work Zone Safety and Mobility

At this time, Level 2 construction zone impacts are anticipated for this project as defined in the Work Zone Safety and Mobility (WZSM) guidance. The plans package will include a [Traffic Management Plan (TMP) consisting mainly of a Traffic Control Plan (TCP). A limited Traffic Operations (TO) component and a limited Public Information (PI) component to address user delays during peak hours will also be considered. These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

#### Physical Characteristics

The highway passes through generally level terrain. The roadside development is mostly agricultural, with scattered residential sites. The trend toward conversion of agricultural land to rural homesites is likely to continue along this corridor. The Department of Fish, Wildlife and Parks' Florence Bridge Fishing Access Site (EAS) is along the west bank of the river south of the bridge.

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The horizontal alignment is mostly on tangents. The three curves include a 955-ft. radius curve left at RP 10.2. This sweeping curve has an 87+° deflection angle Left that changes the road's bearing from almost due north to nearly due west. The other two curves (at RP 10.84 and RP 11.13) each have a radius of 5,730 feet. Their deflection angles are 8.65° Left and 9.58° Right, respectively.

The vertical alignment is characterized by flat grades and relatively short (300'± to 1,200'± meters) vertical curves. The steepest grade is +5.75%e at RP 11.7, about 0.26 miles east of the Highway 93 junction. The flattest grade, 0.00%, begins 0.2 miles east of the overflow structure and ends about 0.1 miles west of it.

Desirable stopping sight distance (SSD) is provided at 60+ mph except for the 400-ft sag at RP 11.66. This curve is at the bottom of the +5.75% grade and provides SSD at 42 mph.

Existing embankments less than five feet generally have 4:1 slopes, and fills over five feet have 1½:1 slopes, with two to three feet of fill widening.. Ditch inslopes are 4:1, with a 10:1 flat-bottom ditch 10 to 20 feet wide. Backslopes are: < 5' cut – 5:1, 5' to 10' cut – 3:1, and cuts > 10' – 1½:1.

A separated bike/ped path south of and generally parallel to Secondary 203 was completed in 2002 under STPE 203-1(7)11, Bike/Ped Path – Florence [3941]. The 8-ft. path is about 23 to 26 feet (℄ to ℄) from the road between the Highway 93 intersection and RP 11.1, where it diverges to the southeast along the previous alignment of

## Alignment and Grade Report

BR-STPS 203-1(11)10

Project Manager : { *Design Project Manager* }

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Secondary 203 to the fishing access site.

An eastbound right-turn lane was recently built from RP 10.72 to 10.78 for the public approach at RP 10.72. The turn lane was probably built as a condition of county approval for the residential development south of the highway.

The existing bridge over the Bitterroot River has a roadway width of 24 feet. It has three spans and a total length of 374 feet. The overflow structure is also 24 feet wide, and is 40 feet long.

### Horizontal Alignment

Begin Station 517+44.53 to PC Station 503+21±: The proposed  $\Delta$  will match the PTW tangent. from the beginning of the project at Sta. 517+44.53 to PC Station 503+21±.

PC Station 503+21± to P.T. Station 542+63: The nominal  $\Delta$  will be shifted roughly parallel and outside of the existing 955-ft. radius curve left at RP 10.2 to accommodate the proposed three-legged roundabout. The center of the roundabout will be about 105 feet northeast of the PTW, midway around the curve. The roundabout is discussed in greater detail under **Traffic**.

P.T. Station 542+63± to P.C. 565+57±: The proposed  $\Delta$  is shifted 49.5± feet right (north) of the PTW. This segment includes the new bridge over the Bitterroot River from Station 559+69± to 563+73±. The centerline shift will allow the new bridge to be constructed as one unit, which will reduce construction costs and traffic control costs. The shift also avoids impact to the Florence Bridge FAS, a 4(f) property that abuts the south side of the highway right-of-way from Station 562+00± to 583+77±.

P.C. 565+57± to P.T. Station 574+10±: Reduce The centerline shift is reduced from 49.5± feet right to 18.7± feet right via a 5.740' radius curve Left.

P.T. Station 574+10± to P.C. Station 583+89±: The 18.7± -ft. shift right is continued to accommodate construction of the overflow structure, which extends from Station 579+14± to 579+89±. The shift also continues to avoid impact to the Florence Bridge FAS.

P.C. Station 583+89± to P.T. Station 593+32±: The centerline is transitioned to match the PTW centerline via a 5.740' radius curve right.

P.T. Station 593+32± to End Station 630+83±: This tangent matches the PTW centerline. We considered centerline shifts along this segment to avoid various roadside features (the bike path on the south side; wetlands, commercial properties and residential properties on the north side), but doing so would have required a pair of less than desirable flat reverse curves with deflection angles less than about 1.75° to reconnect to the Highway 93 intersection. We concluded that matching the PTW centerline would result in the most equitable impacts.

### Vertical Alignment

Our primary objectives in establishing the vertical alignment are to provide adequate stopping sight distance, adequate clearance at the stream crossings, and acceptable grades

## Alignment and Grade Report

BR-STPS 203-1(11)10

Project Manager : { *Design Project Manager* }

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on the numerous approaches. We've generally strived to keep the grade high enough to avoid the need for ditches that increase right-of-way impacts, compared to low embankments.

As currently designed, all the vertical curves except one provide stopping sight distance at 60+ mph (based on a 2-ft. object height). The proposed vertical alignment features are discussed in detail below:

Begin Station 517+44.53 to 550+00: A +0.477% grade slightly steeper than the PTW grade gradually raises the roadway to the 120' crest at Station 538+00 that links to a -1.938% grade. The roundabout is roughly centered on the 120-ft crest, which has a K-value of 49.7, which corresponds to a 40 mph design speed. In reality, sight distance will be ample for all drivers within the roundabout, and for all drivers on the legs approaching it. The 120-ft. crest is the only vertical curve on the project that does not provide stopping sight distance at 60 mph.

The gradual grade raise along this segment will elevate the road enough to allow room for an 8-ft. by 8-ft. reinforced concrete box (RCB) pedestrian tunnel at Station 535+50, which is along the south leg of the roundabout, roughly 100 feet south leg of the roundabout circle.

Station 550+00 to 584+00: The -1.938% grade continues across the Bitterroot River bridge at Station 561+70± to a 400' sag at Station 566+00 that transitions to a -0.0744% grade. The sag will begin about 36 feet west of the west bridge end. The -0.0744% grade will extend across the overflow structure at Station 579+55±.

At the overflow channel structure, the proposed profile is about four feet above the PTW grade, and provides about 0.8' more freeboard at the 100-yr flood than the existing structure. The centerline shift of 18.7± to 49.5± feet to the north will result in fill slopes that in most locations will catch on the top of the PTW roadbed, although in a few spots the fill slopes will extend down the PTW fill on the far side.

We may be able to lower the grade across the river once the resource agencies and MDT agree on the minimum acceptable freeboard.

Station 584+00 to VPI 600+00: The profile continues to gradually drop via the -0.0744% grade west of the overflow structure as the proposed centerline converges with the PTW centerline. The profile begins about 4 feet above the PTW, and virtually matches it at Station 600, where a 100-ft. sag vertical curve transitions the grade to a +0.161%.

Station 600+00 to EOP 630+83.85 The grade is generally slightly below to one foot above the PTW, except for the sag vertical curve at VPI Station 614+00. Here, a 600-ft. sag replaces the 400-ft. one of the PTW, and raises the grade about 2.5 feet. The higher grade will provide increased sight distance from any of the several public/commercial approaches along the westerly 0.6 miles of the project. The profile virtually matches the PTW profile from Station 624+50± to the end of the project. This segment includes the railroad crossing at Station 630+55.

**Surfacing and Typical Section**

In 2005, the Surfacing Design Section provided a reconstruction surfacing section consisting of 90 mm of plant mix surfacing (PMS) and 260 mm of Crushed Aggregate Course (CAC). The recommendation was based on 80 kN ESAL's and an R-value of 30 in the top two feet of subgrade. In 2006, the Surfacing Design Section revised the recommendation to reflect the revised surfacing coefficients MDT adopted:

90 mm - PMBS  
200 mm - CAC  
290 mm - Total

We converted the project to US Customary units in 2007:

0.30' - PMBS  
0.65' - CAC  
0.95' - Total

We propose to specify Grade S ¾" plant mix and 64-28 PG-binder, followed by a seal coat using Type 1 cover material and CRS-2P seal oil.

Surfacing Design has indicated that a portland cement concrete pavement (PCCP) for the roundabout would be the optimum design. All three roundabouts constructed by MDT have been PCCP. Some of the reasons PCCP is favored include ease of constructability and life cycle costs.

Surfacing Design has no objection to plant mix surfacing on the roundabout, given the fiscal constraints the department faces statewide. Other states have built plant mix roundabouts with apparently good results. Surfacing Design does recommend 70-28 PG binder on the roundabout to mitigate potential shoving or rutting. We suspect plant mix on a roundabout would perform better than it does on a high volume conventional signalized intersection because there would be much less stoppage of traffic.

We propose plant mix surfacing on the roundabout, with 70-28 PG binder. We will consider 70-28 binder for the rest of the project also.

The nominal paved width proposed is 40 feet (exclusive of connections, the roundabout segment and sections with auxiliary turn lanes). The 40-ft. top will provide two 12-ft. driving lanes and two 8-ft. shoulders, appropriate for a rural collector with design year ADT >3000, and a DHV > 400. Current MDT policy indicates the shoulders should be widened to 9.4 feet to accommodate a future overlay with 8-ft. shoulders. We propose to eliminate the additional widening as a cost-saving measure.

Standard 6:1 surfacing inslopes are generally proposed, but we will consider steepening them to 2:1 along the approaches to the bridges to minimize the additional subgrade widening required to accommodate guardrail.

The actual geometric design of the roundabout is not complete, but based on preliminary



design, the lane configuration should be similar to that described below:

The approaches to the three-legged roundabout will include a raised median island of variable width ( $4\pm$  to  $21\pm$  feet) separating the two lanes. The lane width will be 12 feet, with a 2-foot shoulder adjacent to the raised median side of the lane, and a 2-ft shoulder adjacent to the curb and gutter on the outside of the lane. There will be a transition of undetermined length from the rural segment with 8-ft shoulders to the roundabout approach described above. The curb-and-gutter section may begin well past the beginning of the raised median, depending on the geometrics for a given leg.

The travel lane in the actual roundabout will be about 18 feet wide, with 2-ft. shoulders on the inside and outside, for a total width of about 22 feet. The inner shoulder will be bordered by a mountable curb with a truck apron about 10 feet wide behind it to facilitate movement of large trucks.

### **Grading**

The proposed roundabout and the shifted alignment through the stream crossing segment will require embankments quantities well in excess of the excavation quantities. The preliminary grading quantities include about 24,000 cubic yards of unclassified excavation (mostly excavation of existing surfacing to place new surfacing), and about 212,000 cubic yards of unclassified borrow excavation.

Given the relatively short length of the project, there is little incentive to adjust the grade to provide balance points. Relatively short balance points could probably be achieved west of the stream crossings if the grade was lowered. Doing so would likely hinder the movement of traffic through the construction zone, and would result in ditch sections that would require more costly right-of-way.

### **Hydraulics**

The portion of the project that includes the Bitterroot River crossing and the overflow channel are within the delineated floodplain for the river. A floodplain permit will be required. The Ravalli County Floodplain Administrator reviewed the preliminary bridge layouts and commented that the proposed new structures must meet the Ravalli County Floodplain Regulations. Specifically, the new structures would have to provide a minimum of two feet of freeboard over the base flood (100 year) elevation of 3,208.72 feet. The freeboard requirements will be the controlling factor for the profile elevation along the segment from Station 547+00± to 600+00±.

We may request a variance for the overflow structure to provide a low-beam elevation that is no lower than the low beam of the existing structure (3,207.35'). Optimally, we want to keep the profile as low as possible while still providing acceptable clearance at the stream crossings. Doing so would reduce the embankment heights, with a corresponding decrease in the "footprint". This would reduce impact to the area along the north side, some of which includes riparian vegetation.

There are three other large drainage crossings within the project. They include a 7'0" span x 5'1" rise structural plate pipe arch (SSPPA) at Station 586+08 (MP 11.11), a 72" Corrugated Metal Pipe (CMP) at Station 586+82 (MP 11.12), and a 72" CMP at Station

## Alignment and Grade Report

BR-STPS 203-1(11)10

Project Manager : { *Design Project Manager* }

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614+40 that conveys One Horse Creek.

We propose to replace all of these large pipes, along with several smaller ones (generally 24" CMP's located intermittently along the project). Fish passage may have to be provided at One Horse Creek.

Along with a floodplain permit other permits required will be include a 404 permit from the Corps of Engineers and a Stream Protection Act permit from the Montana Department of Fish, Wildlife & Parks (MDFWP).

### **Bridges**

The bridges were a factor in setting the horizontal alignment – the centerline was offset about 50' north and parallel to the existing alignment so the new river bridge could be completely constructed while maintaining traffic on the old bridge. The offset alignment has the additional benefit of avoiding impact to the Florence Bridge FAS. The centerline offset at the overflow structure is about 18.7', so phased construction will be required. Both structures will be on a tangent alignment, with normal crown sections for their entire length.

As mentioned above, the bridge end elevations will be the control points for the profile from Station 547+00± to 600+00±. Both bridges would be on a constant grade (no vertical curves) as currently designed. The low (west) end of the new river bridge has a low-beam elevation of 3,212.2'. This provides about 3.45' of freeboard at the 100-year flood elevation, and 6.7' of freeboard at the 2-year flood elevation.

The preliminary profile for the overflow structure provides a low beam elevation of 3,208.13'. This elevation is 2.62' above the 2-year flood elevation, and 0.60' below the 100-year flood elevation.

The preliminary plans for the new river bridge at Station 561+70± show a three span structure skewed about 22° from the normal to the centerline. It would be about 402.3' long, with two piers in the river bed founded on pipe piles. The concrete deck would be supported by eight rows of Type M-72 prestressed concrete beams. The total deck width would be 53'2", and would include two 12-ft driving lanes, two 7'8" shoulders, and a 10' bicycle/ped lane along the south (upstream) side of the structure. Concrete bridge rail 1.5' wide would separate the bicycle/ped lane from the eastbound shoulder.

The preliminary design for the new overflow structure at Station 579+53± shows a single span structure 75' long and skewed 14°. It would be founded on steel pipe piles, with five rows of Type IV prestressed concrete beams supporting the concrete deck. The deck width and lane configuration would be identical to that of the river structure.

### **Traffic**

The proposed roundabout layout will require a significant deviation from the PTW alignment. The center of the roundabout will be about 105 feet northeast of the PTW, midway around the existing 955-ft. radius curve. The nominal alignment of the roundabout will be roughly parallel to the existing curve. The roundabout will be a

single-lane design with three legs: The south leg will access S-203 to the south, the northeast leg will access Eight Mile Creek Road on the northeast, and the northwest leg will access S-203 to the west.

The roundabout will include an emergency access to Blackfoot Lane, which currently accesses S-203 via the north-south leg of Eight Mile Creek Road. It was determined the roundabout would not operate properly if direct access to Blackfoot Lane was provided.

There may be additional turn lanes recommended at some of the high volume county road intersection. Traffic Engineering is working with the District to identify one or two high priority sites for turn lanes. Funding constraints may preclude providing turn lanes at every intersection they may be warranted.

#### ITS

No problems/issues have been identified that would require ITS solutions.

#### Miscellaneous

The predominant miscellaneous feature is the separated bike/ped path proposed along the east side of the highway from the beginning of the project to about 230 feet south of the the roundabout, where it would cross under the south leg of the roundabout via a concrete box culvert. The separated bike/ped path would then roughly parallel the south side of the highway to the end of the project.

Funding constraints could eliminate the box culvert. If so, pedestrians and bicyclists could cross at marked cross walks near the roundabout, a common practice in modern roundabout design and operation.

#### Design Exceptions

There are no known horizontal alignment elements that do not meet standards for a 60 mph design speed. As discussed under Vertical Alignment, the roundabout nominally straddles a crest vertical curve that provides stopping sight distance at 40 mph. The roundabout itself will be designed for speeds of 20 to 25 mph.

#### Right-of-Way

The existing right-of-way varies on either side generally varies from 50 to 60 feet, but it narrows to 30 or 40 feet along a few short segments. Right-of-way acquisition will be required on the side of the alignment shift west of the roundabout, and generally on both sides where the new centerline matches existing centerline. The most extensive right-of-way acquisition will be required along the segment that includes the new river bridge.

The proposed centerline shift of  $49.5\pm$  feet will require  $85\pm$  to  $110\pm$  feet of new right-of-way along the north side of the highway. Where the new centerline matches PTW centerline, proposed new acquisition will generally be 15 to 35 feet on one or both side, but ranges to as much as 65 feet. As the design progresses, we will consider slope revisions to reduce right-of-way impacts, especially in the vicinity of the Highway 93 junction.

## Alignment and Grade Report

BR-STPS 203-1(11)10

Project Manager : { *Design Project Manager* }

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The roundabout will be located within a roughly triangular-shaped area of existing right-of-way that extends over 300 feet northeast of the existing curve at RP 10.2.

### Utilities/Railroads

An overhead powerline is on the east and north side from RP 10.0 to 11.2, where it crosses to the south side. The poles are about 26 to 60 feet from PTW centerline. Poles will have to be relocated on the side of the proposed centerline shift, and along segments where PTW centerline is followed. There is also buried telephone along the project that will require relocation.

The proposed alignment and grade matches the PTW at the railroad crossing just east of the Highway 93 junction, so impacts to the crossing will be minimal.

### Environmental Considerations

The desire to avoid impact to the Florence Bridge FAS, a 4(f) property, was the major consideration in establishing the proposed alignment and grade in the vicinity of the river crossing. The proposed centerline shift in this area will also avoid impact to wetlands at the toe of the existing highway.

The district biologist has noted there is a high incidence of animal/vehicle collisions. Wildlife fencing between the river bridge and overflow structure will be considered, although there may be some access issues, particularly at the Florence Bridge FAS.

There will be some impact to riparian areas in the vicinity of the stream crossings.

We anticipate a categorical exclusion will provide the appropriate level of environmental evaluation and documentation.

### Traffic Control

Discuss how the proposed roadway alignment will impact the proposed traffic control strategy during construction (e.g., detours, crossovers).

Include a discussion on traffic control issues related to work zone safety and mobility.

### Public Involvement

A news release describing the proposed project was distributed early in 2003. Public involvement meetings were held on three occasions: June 3, 2003; November 4, 2004; and October 20, 2005. At the first meeting MDT provided general project information and solicited public input. The focus of the second meeting was to provide general design options for the sweeping curve at MP 10.2 and the adjacent county road intersections. At the third meeting, MDT presented a conceptual design for a roundabout, which was favored by the citizens who attended the second meeting.

We do not foresee a need for another public meeting.

### Cost Estimate

Update the PFR cost estimate using the more detailed grading and surfacing quantities.

## Alignment and Grade Report

BR-STPS 203-1(11)10

Project Manager : { *Design Project Manager* }

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Include the previous cost estimates for comparison and explain any significant changes.

	w/o IDC	w/ IDC (12.25%)
New Structure		
Remove Structure		
Road Work		
Detour		
Traffic Control		
<b>Subtotal</b>		
Mobilization ( __ %)		
<b>Subtotal</b>		
Contingencies ( __ %)		
<b>Subtotal</b>		
Inflation (3% per year x __ years)		
<b>Total CN</b>	\$ _____	\$ _____
<b>CE ( __ %)</b>	\$ _____	\$ _____

### Ready Date

The project currently has a January, 2011 ready date and a proposed letting date in January 2012, according to the 2007 Tentative Construction Plan. The finish date in the OPX2 project scheduler is currently about ten months ahead of the ready date. Given the extent of right-of-way acquisition required, there is potential for the finish date to move toward the ready date as the project develops.

**Carlotta Grandstaff**

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**From:** Beth Perkins  
**Sent:** Monday, June 16, 2008 12:03 PM  
**To:** Carlotta Grandstaff  
**Cc:** James Rokosch; Greg Chilcott; Alan Thompson; Kathleen Driscoll  
**Subject:** RE: MDOT meeting

The meeting has been set for June 25<sup>th</sup> at 11 a.m. – Shane requested a heads up on anything else you would like to discuss so he may be prepared to answer any questions. His email is [ssstack@mt.gov](mailto:ssstack@mt.gov). Thanks!

***Beth Perkins***

***Secretary***

*Ravalli County Commissioners Office  
215 South 4th Street, Suite A  
Hamilton, MT 59840  
406-375-6504 phone 406-375-6507 fax*

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**From:** Carlotta Grandstaff  
**Sent:** Friday, June 13, 2008 3:10 PM  
**To:** Beth Perkins  
**Subject:** RE: MDOT meeting

Oh yes, thank you. Two items, I think, the first is the speed limit issue at ESH and Quast Lane; let's leave the second very broad and general, worded something like, "Traffic impact to the Eastside Highway from residential development on Eight Mile Creek Road."

Thanks!

---

**From:** Beth Perkins  
**Sent:** Friday, June 13, 2008 2:48 PM  
**To:** Carlotta Grandstaff  
**Subject:** RE: MDOT meeting

It was regarding requesting to reduce the speed limit on Eastside Highway before Quast Lane in Corvallis and any other issues you would like to discuss.

ATTACHMENT I

7/21/2008

**Beth Perkins**

**Secretary**

*Ravalli County Commissioners Office  
215 South 4th Street, Suite A  
Hamilton, MT 59840  
406-375-6504 phone 406-375-6507 fax*

---

**From:** Carlotta Grandstaff  
**Sent:** Friday, June 13, 2008 2:31 PM  
**To:** Beth Perkins  
**Subject:** RE: MDOT meeting

OK, but you'll have to remind me why we're having him come by.

---

**From:** Beth Perkins  
**Sent:** Friday, June 13, 2008 11:05 AM  
**To:** Carlotta Grandstaff  
**Subject:** MDOT meeting

Hi!

Just a reminder for an agenda prior to me scheduling Shane Stack to come in. Thanks!

**Beth Perkins**

**Secretary**

*Ravalli County Commissioners Office  
215 South 4th Street, Suite A  
Hamilton, MT 59840  
406-375-6504 phone 406-375-6507 fax*

~~~~~

"None but ourselves can free our minds" - Bob Marley

7/21/2008

**Carlotta Grandstaff**

---

**From:** Beth Perkins  
**Sent:** Friday, June 13, 2008 3:11 PM  
**To:** Carlotta Grandstaff  
**Subject:** RE: MDOT meeting

Thank you – I'll see when he can come in. ☺

***Beth Perkins***

***Secretary***

*Ravalli County Commissioners Office  
215 South 4th Street, Suite A  
Hamilton, MT 59840  
406-375-6504 phone 406-375-6507 fax*

---

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Oh yes, thank you. Two items, I think, the first is the speed limit issue at ESH and Quast Lane; let's leave the second very broad and general, worded something like, "Traffic impact to the Eastside Highway from residential development on Eight Mile Creek Road."

Thanks!

---

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**Sent:** Friday, June 13, 2008 2:48 PM  
**To:** Carlotta Grandstaff  
**Subject:** RE: MDOT meeting

**It was regarding requesting to reduce the speed limit on Eastside Highway before Quast Lane in Corvallis and any other issues you would like to discuss.**

7/21/2008



**Beth Perkins**

**Secretary**

*Ravalli County Commissioners Office  
215 South 4th Street, Suite A  
Hamilton, MT 59840  
406-375-6504 phone 406-375-6507 fax*

---

**From:** Carlotta Grandstaff  
**Sent:** Friday, June 13, 2008 2:31 PM  
**To:** Beth Perkins  
**Subject:** RE: MDOT meeting

OK, but you'll have to remind me why we're having him come by.

---

**From:** Beth Perkins  
**Sent:** Friday, June 13, 2008 11:05 AM  
**To:** Carlotta Grandstaff  
**Subject:** MDOT meeting

**Hi!**

**Just a reminder for an agenda prior to me scheduling Shane Stack to come in. Thanks!**

**Beth Perkins**

**Secretary**

*Ravalli County Commissioners Office  
215 South 4th Street, Suite A  
Hamilton, MT 59840  
406-375-6504 phone 406-375-6507 fax*

*"None but ourselves can free our minds" - Bob Marley*

7/21/2008

**Carlotta Grandstaff**

---

**From:** Beth Perkins  
**Sent:** Monday, June 16, 2008 3:54 PM  
**To:** 'sstack@mt.gov'  
**Cc:** Carlotta Grandstaff  
**Subject:** FW: Roads

I left a message for Dwayne Kailey to attend the meeting. I will let you know when he confirms.  
Thank you!

***Beth Perkins***

***Secretary***

*Ravalli County Commissioners Office  
215 South 4th Street, Suite A  
Hamilton, MT 59840  
406-375-6504 phone 406-375-6507 fax*

---

**From:** Carlotta Grandstaff  
**Sent:** Monday, June 16, 2008 3:50 PM  
**To:** Beth Perkins  
**Subject:** RE: Roads

Beth, would you find out whether Dwayne Kailey at MDOT could also attend this meeting?

---

**From:** Beth Perkins  
**Sent:** Monday, June 16, 2008 2:46 PM  
**To:** Carlotta Grandstaff; Alan Thompson; 'sstack@mt.gov'; Commissioners Department  
**Subject:** RE: Roads

Due to the content, I have changed the time to 10:30 a.m. instead of 11 a.m.

***Beth Perkins***

***Secretary***

*Ravalli County Commissioners Office  
215 South 4th Street, Suite A  
Hamilton, MT 59840  
406-375-6504 phone 406-375-6507 fax*

---

**From:** Carlotta Grandstaff  
**Sent:** Monday, June 16, 2008 2:37 PM  
**To:** Alan Thompson; 'sstack@mt.gov'; Commissioners Department  
**Subject:** RE: Roads

We're starting to load up the agenda with Shane Stack. So far, we have three issues: 1. A speed study at ESH and Quast Lane; 2. Discussion about ESH and development on Eight Mile Creek Road; and 3. Possible sources of funding from state or fed for county road improvement. If anyone wants anything else on the agenda, let's agree to it before hand so we don't dump lots of issues on Shane at the last minute. I suggest that we include #4: a general discussion about ESH and our priorities for improvements, and leave it at four issues.

7/21/2008

ATTACHMENT J

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**From:** Alan Thompson  
**Sent:** Monday, June 16, 2008 2:15 PM  
**To:** sstack@mt.gov; Commissioners Department  
**Subject:** Roads

Shane,

I am curious were we are in relation to any changes involving the Eastside highway and the intersection with Hamilton Heights road? I am aware that that intersection has many cars on a daily basis and the intersection is poorly designed. I brought this to the attention of MDOT some time ago and was told they would look at it. I have heard nothing for some time and wonder if it is being looked at. Also would like an update on changes that are proposed just north of that intersection where Bass Lane and Black Lane come into the Eastside Highway.

Thanks,  
Alan

7/21/2008

**Carlotta Grandstaff**

---

**From:** Stack, Shane [sstack@mt.gov]  
**Sent:** Monday, June 16, 2008 3:55 PM  
**To:** Alan Thompson; Commissioners Department  
**Cc:** Cameron, Glen  
**Subject:** RE: Roads

Alan

Good questions. Right now we have Black and Bass scheduled for a letting in March 2012. It does not include work on Hamilton Heights Road as that is outside of the project limits.

One of the options we discussed last time I met with the commissioners is having our safety section in Helena review locations of concern in the county. I will start by having our district Traffic Engineer review the location for a crash trend, and if there is a correctable trend, he will make a recommendation to the Helena staff to review it for corrective action. The fix has a cost, and we will determine a benefit cost ratio based a crash history, and the location will compete with the rest of the state for available safety funding. We will let you know what we find here in the district regarding a crash history at Hamilton Heights, and if there is in fact a correctable trend.

Let me know if you have any questions regarding that explanation.

Thanks  
Shane

---

**From:** Alan Thompson [mailto:athompson@ravallicounty.mt.gov]  
**Sent:** Monday, June 16, 2008 2:15 PM  
**To:** Stack, Shane; Commissioners Department  
**Subject:** Roads

Shane,

I am curious were we are in relation to any changes involving the Eastside highway and the intersection with Hamilton Heights road? I am aware that that intersection has many cars on a daily basis and the intersection is poorly designed. I brought this to the attention of MDOT some time ago and was told they would look at it. I have heard nothing for some time and wonder if it is being looked at. Also would like an update on changes that are proposed just north of that intersection where Bass Lane and Black Lane come into the Eastside Highway.

Thanks,  
Alan

7/21/2008

COMMISSIONERS APPROVAL

GRANDSTAFF

ROKOSCH

THOMPSON

CHILCOTT

DRISCOLL

PLETTENBERG (Clerk & Recorder)

Members Present..... Commissioner Carlotta  
Grandstaff, Commissioner Alan Thompson, Commissioner Greg Chilcott and  
Commissioner Kathleen Driscoll

Date..... June 25, 2008

Minutes: Beth Perkins

► The Board met for discussion and possible decision of Board members for Grantsdale Cemetery Board of Trustees; Salary Compensation Board; Right to Farm and Ranch Board; Impact Fee Advisory Board and the RCEDA.

Commissioner Grandstaff called the meeting to order.

**Commissioner Chilcott made a motion to re appoint Amy Alford and Linda Coucy to the Grantsdale Cemetery Board of Trustees with terms expiring June 30, 2012. Commissioner Thompson seconded the motion and all voted 'aye'.**

**Commissioner Thompson made a motion to reappoint Dee Sizeland to the Salary Compensation Board with term ending June 30, 2011. Commissioner Chilcott seconded the motion and all voted 'aye'.**

**Commissioner Chilcott made a motion to reappoint Mike Pflieger, Joann Hosko, Jim Ellingson, Don Dobberstein, Lesley Maki, and Dan Huls for Right to Farm and Ranch with terms ending June 30<sup>th</sup>, 2011. Commissioner Thompson seconded the motion. All voted 'aye'.**

**Commissioner Thompson made a motion to reappoint Candace Jerke and appoint Phil Connelly to the Impact Fee Advisory Board with terms ending June 30<sup>th</sup>, 2010. Commissioner seconded the motion and all voted 'aye'.**

**Commissioner Chilcott made a motion to reappoint Bob Thomas to the RCEDA**

ATTACHMENT K

**with term expiring June 30, 2013. Commissioner Thompson seconded the motion and all voted 'aye'.**

► The Board met with Shane Stack and Glenn Cameron from MDOT to discuss the speed limit issue at Eastside Highway and Quast Lane in Corvallis and also traffic impact to the Eastside Highway from residential development on Eight Mile Creek Road. Another topic of discussion is the possible sources of funding and Eastside Highway improvements. Present were Planner Renee Lemon and Les Rutledge.

Commissioner Grandstaff called the meeting to order and gave an overview of the request for a traffic study to be done at the intersection of Eastside Highway and Quast Lane.

Glenn stated the Commission requests a speed study to be done in a formal request. After they are requested, it could take awhile. They did investigate the speed limit in 2004 in that area and it was supported at that time with the speed statistics.

Glenn explained the process of the speed study request to the Board and what happens after it goes to the Montana Transportation Study Committee. Commissioner Thompson stated he does not want a speed study done in that area since it was just done in 2004. He does not believe much has changed in that particular area since then.

Commissioner Grandstaff opened discussion of the Eastside Highway impacts from subdivision development. Shane replied he does not know what the Board does to mitigate those impacts. What they can do is review the documents for the traffic studies and make recommendations upon them to the Board. Glenn stated they look at it closer for the subdivisions with 50 plus lots. Commissioner Grandstaff stated the Board recognizes if the subdivision is accessed directly to the Eastside Highway, MDOT will look at it. However, her concern is the subdivisions that do not have direct access but will be utilizing it.

Shane suggested having the Planning Staff come to MDOT and give a presentation on impacts of subdivisions. He suggested having Jim Skinner do one as well for what is available. Commissioner Grandstaff stated it helps to know what mechanisms exist to mitigate those impacts.

Commissioner Driscoll discussed the LOS (level of service) for Route 203. She asked about the projection for Route 203. Shane replied it is at level F and the methodology for the study is not clear. They used 2.7% growth for the projections which is a little high.

Shane stated the improvements to Eight Mile Creek Road round-about is scheduled for 2012 as well as the widening. Commissioner Grandstaff asked if the Board could require developers to submit a traffic impact analysis with their subdivision application. Shane replied that is a conversation to have with Jim Skinner.

Shane stated they get \$8 million for CMAQ funding. He stated they have air quality

issues in certain locations and they use CMAQ money for such issues as air particulate matter less than 10; carbon monoxide; etc. Shane stated he will email information to the Commissioners. Before you can spend the CMAQ money, you have to be in a high risk air quality area. He gave Missoula County as an example for an improvement to the air quality.

Commissioner Grandstaff read an email from David Ohnstad questioning State fund participation in county road improvements. Shane replied he believes David had a conversation with Dwayne Kailey regarding that very topic. He suggested having a discussion with Dwayne, the Planning Department and David Ohnstad. Commissioner Chilcott noted CMAQ funds a majority of MR. TMA.

Commissioner Grandstaff stated she will talk to the MDOT Planning people and schedule a discussion about additional funding options and include David Ohnstad in that discussion. Renee stated the Planning Department had met with MDOT a couple of weeks ago to discuss the use of impact fees and subdivisions.

► Commissioner Chilcott left in the afternoon to attend MACo Board of Directors and JPA meetings in Helena.

► The Board met for the award of financing for the Kurtz Lane property. Present were Park Board members Gary Leese, Pat Zeiler, John Ormiston and Internal Auditor Klarryse Murphy.

Commissioner Grandstaff called the meeting to order. Klarryse reviewed the comparison sheet of the bids received with the Board. She also discussed the possibility of an inter-cap loan. Her recommendation is the bid from First Security Bank or the inter-cap loan with Montana Board of Investments. She confirmed there is no prepayment penalty with First Security Bank.

Pat stated not every tax payer is happy about the Park Board buying land even though it is for a park. Gary stated his concern is the long range outlook with the reserve for the repayment of the loan against revenues. John stated the numbers are so close it is confusing to choose. He likes the idea of doing local business without a penalty for early payoff.

**Commissioner Driscoll made a motion to award the financing for the Kurtz Lane Property to First Security Bank in the amount of \$315,000 at a rate of 4.5% for the first five years with a ceiling rate of 8.5%. Commissioner Thompson seconded the motion. All voted 'aye'.**

## Carlotta Grandstaff

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**From:** David Ohnstad  
**Sent:** Monday, July 14, 2008 2:35 PM  
**To:** 'Cameron, Glen'; Moeller, Doug; Hornseth, Gary  
**Cc:** Greg Chilcott; Alan Thompson; Carlotta Grandstaff; James Rokosch; Kathleen Driscoll  
**Subject:** RE: signage on east side highway

Thank you.

---

**From:** Cameron, Glen [mailto:gcameron@mt.gov]  
**Sent:** Tuesday, July 01, 2008 11:39 AM  
**To:** David Ohnstad; Moeller, Doug; Hornseth, Gary  
**Cc:** Greg Chilcott; Alan Thompson; Carlotta Grandstaff; James Rokosch; Kathleen Driscoll  
**Subject:** RE: signage on east side highway

Dave - In our conversation on Thursday June 26th you indicated the area of concern is just south of Stevensville where the highway is narrow and void of shoulders.

MDT has agreed to install two temporary 30" x 30" W11-5 signs, one for southbound traffic and one for northbound traffic, in this area only.

thanks

*Glen Cameron  
Missoula District Traffic Engineer  
Montana Department of Transportation  
2100 West Broadway  
P.O. Box 7039  
Missoula, MT 59807-7039  
phone: 406.523.5800  
gcameron@mt.gov*

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**From:** David Ohnstad [mailto:dohnstad@ravallicounty.mt.gov]  
**Sent:** Tuesday, June 24, 2008 1:33 PM  
**To:** Cameron, Glen  
**Cc:** Greg Chilcott; Alan Thompson; Carlotta Grandstaff; James Rokosch; Kathleen Driscoll  
**Subject:** signage on east side highway

Glen -

We have received question from farmers and ranchers, that have traditionally used the East Side Highway for transport of agricultural equipment and materials, about increased (and un-familiar) use of the roadway and whether there could be advisory or warning signs posted along the route to provide notice to motorists of the presence of over-size and slow-moving machinery. Anything in your traffic engineering bag o' tricks that would help the situation?

Thank you for your consideration.

David

7/21/2008

ATTACHMENT L



**Randy Fifrick**

---

**From:** Jean M Kammerer [jkammerer@wildblue.net]  
**Sent:** Wednesday, August 06, 2008 11:55 AM  
**To:** Randy Fifrick; John Lavey  
**Cc:** Renee Lemon  
**Subject:** Collection of fees on first conveyance

Hi, all.

FYI - I spoke with Chris Kanenwisher at First Montana Title. He said that any conditions on a plat are part of the title report. Any fees due on first conveyance are paid at closing to the appropriate agency.

Jean

8/13/2008

ATTACHMENT M

**Randy Fifrick**

---

**From:** Jean M Kammerer [jkammerer@wildblue.net]  
**Sent:** Wednesday, August 06, 2008 10:13 AM  
**To:** Randy Fifrick; John Lavey  
**Cc:** Renee Lemon  
**Subject:** Collection of fees on first conveyance

Hi, all.

FYI - I spoke with Kathy Nickens at Stewart Title at 9:10 am this morning regarding restrictions and conditions shown on the final plat. She said that any restrictions and conditions shown on the final plat will be included in the title commitment. These fees will be included on the closing statement and collected and satisfied at the time of closing. Payments are made by the title company directly to the party named on the plat.

Jean

8/13/2008

## Randy Fifrick

---

**From:** Jean M Kammerer [jkammerer@wildblue.net]  
**Sent:** Wednesday, August 06, 2008 3:07 PM  
**To:** Randy Fifrick; John Lavey  
**Cc:** Renee Lemon  
**Subject:** Collection of fees on first conveyance

Hi, all.

FYI - I spoke to Elaine Hoblitt at First American Title today at 2:50 p.m. She said that when they are preparing a title commitment their review includes checking for first conveyances. When they find an amount due on first time conveyance, they put it as a requirement on their commitment. When they do the closing it will also show up on the HUD statement. Escrow collects the funds and passes the monies on to where they need to go.

Jean

8/13/2008

**Randy Fifrick**

---

**From:** John Lavey  
**Sent:** Monday, August 11, 2008 3:29 PM  
**To:** Jean M Kammerer  
**Cc:** Randy Fifrick; Renee Lemon  
**Subject:** RE: Dennis Stranger's Fiscal Analysis Model

Jake,

I'm going to start by saying that Dennis is definitely the authority on the subject, so I'm going to recommend that you continue in your efforts to contact Dennis, regardless of the information you might glean from this, and definitely to cross-reference anything I say. Unfortunately, I don't have any contact information for him, but I'll poll staff to see whether they might know anything more.

My understanding of the model and its components was gained months ago in a meeting with Dennis. As noted in the preface to the report, the model does not include all of the County's budget funds, and may not contain all lines of a County departments budget. I believe that the selective scrutiny of a department's budget was meant to assess solely the operating position of that department, outside of any one-time budget infusions, such as a grant. The report refers to these items as "special revenues". My first hunch is that pro-rata and subdivision contributions would be considered "special revenues" in the model, and are therefore left out of the overall analysis. Of course, the only way to know would be to get into the Sheriff's and RCRBDs budget. Because the purpose of the model was an attempt to determine how much new development might cost existing taxpayers, I believe the sources of income evaluated were those that were generated from taxes, not those one-time special revenues.

The model describes only department operating revenues. I would have a hard time believing that pro-rata or subdivision contributions would be used as operating revenues – especially considering that pro-rata is specifically earmarked for road improvement, not paying overhead. And the sporadic nature of both the per-lot amount and overall total of subdivision contributions would again lead me to believe that these funds are not counted on in a departments operating fund.

In all fairness, and as the preface to the model states, it by demonstration describes the possible fiscal effects on Ravalli County of a hypothetical subdivision. To make any sense, the model is intended to be applied using the metrics of a specific subdivision proposal under the most recent adopted budget, and should not be used as a barometer for all development. As a result, the model arrives at no specific conclusion other than: to work properly, it must be calibrated using specific data from a specific subdivision within the framework of the most recent adopted budget.

The public safety fund includes Sheriff, the E-911 Department, and the Department of Emergency Services.

John Lavey  
 Ravalli County Planning Department  
 215 South 4th Street, Suite F  
 Hamilton, MT 59840  
 406.375.6530



Think Green -  
 please do not print this email unless necessary

---

**From:** Jean M Kammerer [mailto:jkammerer@wildblue.net]  
**Sent:** Friday, August 08, 2008 12:25 PM  
**To:** John Lavey  
**Cc:** Randy Fifrick; Renee Lemon  
**Subject:** Dennis Stranger's Fiscal Analysis Model

John:

I have been attempting to reach Mr. Dennis Stranger to ask him two questions regarding the Fiscal

ATTACHMENT N

8/13/2008

Impact Analysis Model he prepared for Ravalli County and have been unsuccessful in making contact with him. I have called him at the City offices and had to leave messages on his voice mail.

He returned my call with a voice mail of his own telling me not to call him at work, but he is not in the local phone book. On his voice mail to me he gave me a cell phone # that was either incorrectly written down by me or incorrect. I spoke with Renee about my two questions on the input data of the study and she advised me to contact you. I have read the study three times and cannot ascertain the answers to the following two questions:

1) On the revenue side of the model for the Road & Bridge Dept., did Mr. Stranger include the Pro-rata share moneys collected when a subdivision accesses on a County road? If so where is that reflected? If not why not, if the model assumes a typical subdivision?

2) Does or did the Model input data take into consideration the contributions of \$500 per lot requested on subdivisions for the Sheriff's public safety fund. Additionally, does the Public Safety Fund include moneys that go to the Fire Districts?

This information is requested because at the July 17<sup>th</sup> Commissioners meeting Commissioner Rokosch asked if our client was offering any mitigation to offset the costs of the Lone Pine Estates subdivision on County offices. Based on the request for mitigation I believe the answers to the above questions are paramount considering the conclusions of Mr. Strangers Model.

Thank you in advance for your help in addressing this inquiry. Jake Kammerer

**Randy Fifrick**

---

**From:** Jean M Kammerer [jkammerer@wildblue.net]  
**Sent:** Wednesday, August 20, 2008 9:24 AM  
**To:** Randy Fifrick; John Lavey  
**Cc:** KRAIG MARIE MICHELS  
**Subject:** Fwd: Lone Pine Estates, Eastside Hwy, N of Stevi

----- Forwarded message -----

**From:** **Cameron, Glen** <gcameron@mt.gov>  
**Date:** Aug 20, 2008 9:18 AM  
**Subject:** RE: Lone Pine Estates, Eastside Hwy, N of Stevi  
**To:** Jean M Kammerer <jkammerer@wildblue.net>

Hi Jean - per our phone conversation, I received your request for an official extension of your Department of Transportation approach permit on July 25, 2008. Your extension was approved and granted. The extension will be good for 6 months from July 2008.

thanks

*Glen Cameron  
Missoula District Traffic Engineer  
Montana Department of Transportation  
2100 West Broadway  
P.O. Box 7039  
Missoula, MT 59807-7039  
phone: 406.523.5800  
gcameron@mt.gov*

---

**From:** Jean M Kammerer [mailto:jkammerer@wildblue.net]  
**Sent:** Monday, August 18, 2008 11:28 AM  
**To:** Cameron, Glen  
**Subject:** Lone Pine Estates, Eastside Hwy, N of Stevi

Good morning, Glen.

What is the status of the updated approach permit for the shared ingress/egress for McGraw, Kammerer, and Michels?

Thanks. Jean Kammerer

8/20/2008

ATTACHMENT O

**Randy Fifrick**

---

**From:** Jean M Kammerer [jkammerer@wildblue.net]  
**Sent:** Tuesday, August 26, 2008 10:33 AM  
**To:** Randy Fifrick; John Lavey  
**Subject:** Fwd: FW: Crashes for East Side Highway (Stevensville - Florence)

----- Forwarded message -----

**From:** Williams, Jack <jawilliams@mt.gov>  
**Date:** Aug 26, 2008 9:51 AM  
**Subject:** FW: Crashes for East Side Highway (Stevensville - Florence)  
**To:** "jkammerer@wildblue.net" <jkammerer@wildblue.net>

---

Jean,

Attached are 3 files that summarize crashes on this road for each of the last three years. You should receive something else from our Traffic Section within a few days on traffic volumes.

Jack Williams  
Operations Research Analyst  
Montana Dept. of Transportation  
(406) 444-3298

8/27/2008

ATTACHMENT P

## CRASH SUMMARY TOTALS

SAFR013

Corridor C000263 Roadbed N Start Pt. 000+0.000 End Pt. 011+0.963 Start Date 01-JAN-2005 End Date  
31-DEC-2005 For District: ALL

|                                                       |    |                        |
|-------------------------------------------------------|----|------------------------|
| TOTAL NUMBER OF CRASHES                               | 37 |                        |
| NUMBER OF FATAL CRASHES                               |    | PERCENT OF TOTAL       |
| NUMBER OF INCAPACITATING INJURY CRASHES               | 2  | 5.41 PERCENT OF TOTAL  |
| NUMBER OF NON INCAPACITATING INJURY CRASHES           | 8  | 21.62 PERCENT OF TOTAL |
| NUMBER OF OTHER INJURY CRASHES                        | 1  | 2.70 PERCENT OF TOTAL  |
| TOTAL INJURY CRASHES                                  | 11 |                        |
| NUMBER OF PROPERTY DAMAGE CRASHES                     | 26 | 70.27 PERCENT OF TOTAL |
| NUMBER OF FATALITIES                                  |    |                        |
| NUMBER OF INCAPACITATING INJURIES                     | 2  |                        |
| NUMBER OF NON INCAPACITATING INJURIES                 | 14 |                        |
| NUMBER OF OTHER INJURIES                              | 3  |                        |
| TOTAL NUMBER OF INJURIES                              | 19 |                        |
| NUMBER OF FATAL AND INCAPACITATING CRASHES            | 2  |                        |
| NUMBER OF NON-INCAPACITATING AND OTHER INJURY CRASHES | 9  |                        |
| NUMBER OF FATALITIES AND INCAPACITATING INJURIES      | 2  |                        |
| NUMBER OF NON-INCAPACITATING AND OTHER INJURIES       | 17 |                        |



## CRASH SUMMARY TOTALS

SAFR013

Corridor C000263 Roadbed N Start Pt. 000+0.000 End Pt. 011+0.963 Start Date 01-JAN-2006 End Date  
31-DEC-2006 For District: ALL

|                                                       |    |                        |
|-------------------------------------------------------|----|------------------------|
| TOTAL NUMBER OF CRASHES                               | 31 |                        |
| NUMBER OF FATAL CRASHES                               |    | PERCENT OF TOTAL       |
| NUMBER OF INCAPACITATING INJURY CRASHES               | 2  | 6.45 PERCENT OF TOTAL  |
| NUMBER OF NON INCAPACITATING INJURY CRASHES           | 4  | 12.90 PERCENT OF TOTAL |
| NUMBER OF OTHER INJURY CRASHES                        | 2  | 6.45 PERCENT OF TOTAL  |
| TOTAL INJURY CRASHES                                  | 8  |                        |
| NUMBER OF PROPERTY DAMAGE CRASHES                     | 23 | 74.19 PERCENT OF TOTAL |
| NUMBER OF FATALITIES                                  |    |                        |
| NUMBER OF INCAPACITATING INJURIES                     | 3  |                        |
| NUMBER OF NON INCAPACITATING INJURIES                 | 8  |                        |
| NUMBER OF OTHER INJURIES                              | 6  |                        |
| TOTAL NUMBER OF INJURIES                              | 17 |                        |
| NUMBER OF FATAL AND INCAPACITATING CRASHES            | 2  |                        |
| NUMBER OF NON-INCAPACITATING AND OTHER INJURY CRASHES | 6  |                        |
| NUMBER OF FATALITIES AND INCAPACITATING INJURIES      | 3  |                        |
| NUMBER OF NON-INCAPACITATING AND OTHER INJURIES       | 14 |                        |

## CRASH SUMMARY TOTALS

SAFR013

Corridor C000263 Roadbed N Start Pt. 000+0.000 End Pt. 011+0.963 Start Date 01-JAN-2007 End Date  
31-DEC-2007 For District: ALL

|                                                       |    |                        |
|-------------------------------------------------------|----|------------------------|
| TOTAL NUMBER OF CRASHES                               | 28 |                        |
| NUMBER OF FATAL CRASHES                               | 1  | 3.57 PERCENT OF TOTAL  |
| NUMBER OF INCAPACITATING INJURY CRASHES               | 4  | 14.29 PERCENT OF TOTAL |
| NUMBER OF NON INCAPACITATING INJURY CRASHES           | 1  | 3.57 PERCENT OF TOTAL  |
| NUMBER OF OTHER INJURY CRASHES                        | 4  | 14.29 PERCENT OF TOTAL |
| TOTAL INJURY CRASHES                                  | 9  |                        |
| NUMBER OF PROPERTY DAMAGE CRASHES                     | 18 | 64.29 PERCENT OF TOTAL |
| NUMBER OF FATALITIES                                  | 1  |                        |
| NUMBER OF INCAPACITATING INJURIES                     | 4  |                        |
| NUMBER OF NON INCAPACITATING INJURIES                 | 3  |                        |
| NUMBER OF OTHER INJURIES                              | 10 |                        |
| TOTAL NUMBER OF INJURIES                              | 17 |                        |
| NUMBER OF FATAL AND INCAPACITATING CRASHES            | 5  |                        |
| NUMBER OF NON-INCAPACITATING AND OTHER INJURY CRASHES | 5  |                        |
| NUMBER OF FATALITIES AND INCAPACITATING INJURIES      | 5  |                        |
| NUMBER OF NON-INCAPACITATING AND OTHER INJURIES       | 13 |                        |

RECEIVED 1.

AUG 21 2008  
IC-08-08-2984  
Ravalli County Planning Dept.

August 20-08  
470 Lynx Ln.  
Stevens, Mt. 59870

Dear Randy Fiprick:

In response to Lone Pine Estates,  
17 lot Major subdivision Sec. 12,  
T9N, R20W, P.M.M., Ravalli Co. Mt.

I believe this subdivision will  
have a great effect on all these:  
agriculture, local services, natural  
environment, wild life habitat, & most  
definate, public health & safety &  
agricultural water - user facilities:

I can tell on my place with  
the current housing that is here  
now. the water level has dropped

I've replaced two pumps in my  
Well in 6 yrs; because of now  
pumping sand. as too 23 yrs off  
using my pump before having to  
replace it. This is a great  
concern to me there is only so much

ATTACHMENT Q

water, and what about septic  
systems on our health as well?  
road impact, school, fire, i,  
mean it all impacts everyone's  
life. everyone will feel the  
effects of this proposal for a  
17 lot Major subdivision, so  
in record for being against this  
17 lot Major subdivision proposal.

Thanking You!  
Sincerely  
Danna Williams